NILES' WEEKLY REGISTER.

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Hæc olim meminisse juvabit.—VIRGIL.

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War with Algiers.

The war against *Algiers* is among the most popular that one people ever declared against another. If we may judge the general feeling by what appears in the newspapers, it is almost universally approved. We have seen it reprehended only in one; and that is edited by the late secretary of the Hartford convention, *deceased*.* Algiers is a notorious nest of *pirates* and *manstealers*—and, as there are none in the United States who grow fat by dealing in her merchandize—as we have no *Algerine* merchants settled in her cities, and controling our monied institutions—dealing out votes at our polls, or giving a tone to the public sentiment at our coffee-houses—we see their outrages in the real deformity that belongs to them, and are we united to punish, to end them. It is for principle sake that we do this: we say, that an *American* cannot be deprived of his liberty, but in due process of the law, for crimes committed: for if we were to sit down and "count of the cost of the war"—to make the honor of the nation, and the safety of our people, things to be calculated by *dollars* and *cents* (as they were on another occasion) it is possible, that the *whole* value of the goods passing to and fro, to be jeopardized by the pirates, would not equal one-half its expenditure. The word is—"MILLIONS IN DEFENCE, BUT NOT A CENT FOR TRIBUTE"—further, at least, than that degrading stipend which the vile politics of king-governed *Europe* has given them a sort of a right to demand and receive, from *sovereign* nations.

When we look at the long-continued depredations of this people, and consider the naval and military strength of the neighboring nations, who are their *tributaries*, we are lost in astonishment at the mean jealousies and infamous calculations of interest that have permitted so great a degradation on the *Christian* world! The British nation, *modestly* accepting the title of being the "*bulwark of religion and liberty*," instead of destroying has countenanced these pirates, and seems, in some measure, really allied with them: for, though the *Algerines* have not always respected the flags of nations on good terms with *Great Britain*, because, (as a "noble lord" said of the *United States*, some years ago) they may have "spread too much canvas;" yet it has rarely happened that they did not make a common cause with the "*bulwark*" in her wars, a part of that against *France* excepted; wherein the fame and power of *Napoleon* restrained them.

Perhaps, it is reserved for the United States, a new people, yet in the "gristle of manhood," to relieve *Christendom* of its shackles, and afford an example of punishment that shall command the barbarians to respect the rights of mankind. It was at *Tripoli*, that theatre of gallant deeds and *school for glory*, that we extorted the admiration and praise of Europe, while we procured the safety we sought. If like success should attend our increased strength against the more formidable power of *Algiers*—if the cannon-law from our *Independence* and *Washington*—our *Warrior*,* and *Congress*, *Erie* and *Ontario*, &c. names of renown, shall prevail over the despotism of the dey, what will the princes of the earth think of it? Will they not have cause to admire the force and energy of the republic which, on the instant of terminating a contest with the greatest of maritime nations—a nation that had annihilated the navy of all her other enemies, or hermetically sealed up their ports—could instantly send a gallant *fleet* across the Atlantic to redeem its citizens from slavery and make its flag respected? The name of an *American* is now the proudest in the world; and we are greatly mistaken if this war with *Algiers* does not give it additional influence in the councils of Europe, and tend to a good understanding with all nations, on the broad principle of reciprocal justice. What mortals can do, our seamen will attempt; and, be the event what it may, we have no apprehension of being disgraced.

The dey says, he "*wants men and must have them.*" He, perhaps, has palaces to build or gardens to make, and he appears determined to increase his laborers therefor by the seizure of our seamen, until he effects his purpose of exacting a large tribute from us for liberty to pass into the *Mediterranean*, all which he has declared in a state of "*blockade*" as to American ships, &c. What!—is this despot thus to trifle with a free, sovereign, independent nation?—to make us purchase his "*icense*," and pay a composition in a direct *tribute* for the "*duties*" he might otherwise be pleased to exact on our commodities, passing from port to port?—No—says every high-minded American—"MILLIONS FOR DEFENCE, BUT NOT ONE CENT FOR TRIBUTE," is my motto! It is a glorious sentiment—worthy of that spirit which declared the independence of the United States—worthy of that renown which accompanied the "star-spangled banner," over the world of waters, and recently struck terror into the hearts of manly Englishmen—worthy of that glory we acquired in a series of well-fought battles

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* From the Connecticut Mirror, of March 13.—"Our daring bloody-minded cabinet have already made up another war for the benefit of the country, with the dey of Algiers. Our finances are in such flourishing order, our debt so moderate, and all our affairs in such a thrifty state, that another war will hardly be noticed. However, our administration have become *such fighters*—they have grown to be such heroes, that they are about to keep up the game of war as a matter of past time. They are now going *to fight for fun*, as our countrymen say. So be it. A brilliant war in the Mediterranean, may help forward the next election—and that will be worth all it may cost, either in lives or money, be it more or less. The last election cost us 150 millions of dollars national debt, and 30 or 40,000 human lives.—We do not believe this will go higher than that.

It has lately been stated in the papers, that his grim majesty the dey, was about to make war with his brother, the emperor of Elba. We hope it is not in consequence of this renewed danger to our old friend and ally, that we are to engage in this war. We did hope the old treaty betwixt us and Bonaparte was repealed, and the war with Great Britain would be the last we should ever be obliged to make *on his account, and for his benefit.*"

For a *comment* on this, see the yeas and nays on the bill for declaring war, page 25—the yeas were 92, nays 32.

* *Guerriere.*

on the *Niagara* frontier with the selected veterans of Europe—worthy of that lofty spirit, patience and perseverance that rescued *Orleans* from the "soldiers of Wellington," and punished the invaders of our soil. Let us cherish it, and hand it down as a rich legacy to our children, that they also shall say, the person of a freeman is sacred—he shall not be molested in his lawful pursuits; an injury done to the least of the commonwealth strikes at the safety of the whole, and must and shall be redressed.

But, softly—what are we about to do? Let us consider. A powerful fleet, consisting of two 74's, five or six frigates, and ten or twelve smaller vessels, sloops of war, bombs and "flyers," is to be sent across the Atlantic, 3000 miles, to redress a solitary wrong suffered by the dey of Algiers, in the capture of *one* of our vessels, and the detention of *nine* or *ten* persons, "*claiming to be American citizens!*"—This seems *spunky* enough. Who knows but that his deyship may have "mistaken" this vessel for a *Kamschatkadale!** Besides, he has declared war against the emperor of *Elba*, and might he not "*suspect there might a suspicion*" that the said vessel, even if an American, was in some way concerned with him, seeing that we are so notoriously under *his* "influence?" Possibly, "his highness" merely wants a few slaves to execute some particular work, and that, when it is finished, he will release them? I recollect, several years ago, that a certain officer in the East Indies divested an American ship of the whole of her officers and crew, the captain excepted, *only* to fight the Dutch at *Samarang*, promising that he would release them as soon as the expedition was ended.† To be sure *he* did not—but the dey of *Algiers* may be more just. And, certainly, he has done us no "*essential injury*"—he has captured but *one* vessel—it seems it was all that he could catch; but who knows that his great "*magnanimity*" and respect for "*religion*," may not induce him to let her go? He is the "bulwark" of mahometanism in *Africa*, and president and patron of *all* the *Alcoran societies* in *Barbary*.‡ Possibly, he is engaged in a war for the "liberties of the world" with the Moors of the desert—and that, when peace takes place, he will release his American slaves, to get home as well as they can. If they do not "*turn Turk*" and "*enter*," it cannot be expected that he will compensate them for their dangers and toils. And if they should, he will not give them up; for, by being "*two years in his voluntary service*," they become "*as his natural born subjects, to all intents and purposes.*" No—no—the first are "incorrigible yankee dogs;" and, if released *on any terms*, will have good reason to praise the *moderation* and *justice* of his highness, the regent and dey of Algiers.

Such, alas!—was the reasoning of *Americans* for one thousand vessels captured and ten thousand citizens impressed into the service of *Great Britain*—and such will one day again be the reasoning of many who now call out "millions for defence but not a cent for tribute" if England shall again pursue her old practices; and they will consent to pay a tribute to her much more degrading and oppressive than that the dey of Algiers would exact of us. I hope that some arrangement will be made in respect to *impressment* that shall secure the protection of the flag to all who sail under it. Our government is willing to meet any proposition that England can make on reciprocal principles—nay, so far does *my* spirit to accommodate this matter go—that, while I would leave my own fellow citizens to do as they pleased, I would agree to revive against all Englishman the old law of sainted *Connecticut* respecting priests;* and not permit them, on any account, or in any character, to do business amongst us. *This* would "secure to his majesty the service, of his legitimate subjects;" and, if *they* suffered themselves to be thus treated, the fault would be in themselves.—Our concern is to secure the safety of our people—this must be done; and *impressments*, whether by *Algiers* or *England*, will be resisted.

*An American vessel might as easily be "mistaken" for a *Kamschatkadale* as a *Spaniard*, *Portuguese* or *Swede* for an *Englishman*. See Mr. *Pickering's* letters, &c. on impressment.

†This fact literally occured many years ago.

‡As *Frederick Guelph* is of the Bible societies of Great Britain. How strange that such a thing should be at the head of such an institution!

American Prizes.

CONTINUED FROM PAGE 293, VOL. VII.

[*Reported since the first of January last.*]

"The winds and seas are Britain's wide domains,
"And not a sail, but by *permission*, spreads."

British Naval Register.

"It is owing to the *forbearance* and *clemency* of the British go-
"vernment, that we are *permitted* to have a ship on the ocean."
Governor Gore, *to the legislature of Massachusetts.*

1409. Schooner St. John, laden with coffee, captured by the letter of marque Jonquil, of New York, and sent into Jaquemel, where she was ransomed.

1410. Schooner ———, captured by the same, divested and made a cartel of.

1411. Brig Gen. Maitland, from Martinique for Bermuda, laden with rum and sugar, captured by the Dash, of Portland, divested of part of her cargo, and ordered into port—arrived at Portsmouth.

1412. Sloop Mary, for Bermuda, with a variety of British goods, captured by the same, divested and made a cartel of.

1413. The Dash has safely reached Portland, laden with 115 puncheons, 55 bbls. sugar; 6 trunks copper, in sheets; some porter, wine, white lead and dry goods—worth from 40 to $50,000.

1414. Schooner ———, 67 tons, with 140 cases of dry goods, 20 bbls. sugar, with some glass and hardware, from Halifax for Castine, captured by the Fame, of Thomastown, and sent into that port. ☞*Whether these things be not* trading *with the enemy, in some cases, we are not without our suspicion.*

1415. Schooner Peggy, with some dry goods, captured by the Caroline of Baltimore, divested and made a cartel of.

1416. Sloop Eliza, captured by the same, and sunk.

1417. Schooner Mariner, with dry goods, captured by the same, divested and made a cartel of.

1418. Brig Stephen, 14 guns, 30 men, from St. Thomas for Curracoa, with a rich cargo of dry goods, captured by the same after a short action—divested of her cargo, which filled the Caroline *choke full*, and given up to the prisoners.

☞The Caroline has arrived at Wilmington, N. C. with her choice spoils—worth *much* money, being as full as she could hold of valuable goods.

1419. Sloop Trinidad, with a cargo of coffee, hides and logwood, captured by the letter of marque Jonquil, of New York, divested and burnt.

*The old "blue law" of *Connecticut* is, I believe in substance as follows:

No priest shall enter this dominion—if he does, he shall be led out the first time and driven out the second—but if caught therein afterwards, he shall be hung.

The Jonquil has arrived at Beaufort, with a valuable cargo, in 9 days from Port-au-Prince.

1429. Brig Equity, from Greenock for Quebec, laden with 141 pagages of dry-goods, 37 pipes brandy, 20 do. gin, 45 do. wine, 30 boxes glass, 6 hhds loaf sugar, 2 do. hams, 41 boxes barley, 6 boxes pipes, captured by the Orlando, of Gloucester, and sent into Boston.

1421. Brig Lord Wellington, from Halifax to Havanna, captured by the letter of marque Diamond, of Baltimore, (on her voyage from Havanna to New York, where she had arrived with 240,000 lbs. coffee and 10,000 lbs. pig copper) and *supplied with provisions*, and given to up the crew and some Spanish passengers.

1422. Brig Margaret from Lisbon for England, with a full cargo of Lisbon wine, captured off the British coast, by the Young Wasp, of Philadelphia, and sent into that port.

1423. Ship Hero, of 610 tons, 14 guns and 27 men, from Halifax for Jamaica, laden with fish and lumber, captured by the Ino, of and sent into, Boston

The Ino had been out only four days, and the above was the first vessel she had seen.

The Hero is nine years old, a clump, Swedish built vessel. She mounts six 9 pound carronades, four 12 pound do. two long 9 pounders, and two long 6's. The Ino has only five guns.

The Hero struck without firing a gun. She has in a cargo of about 520 casks of shad, mackarel, salmon and herrings; 202 do. dry fish; 36,000 feet of lumber; 98,000 staves; and some shingles. She took in some of her cargo at Quebec, which she left early in November. She carried a cargo to Quebec in October, from England, invoiced at 300,000*l.* sterling.

1424. Brig Coliers, from Cork for Quebec, 220 tons, with 1500 barrels of flour, and a great quantity beef and pork, captured by the Amelia of Baltimore, and burnt.

1425 Schooner Nancy, from Poole for Newfoundland, 250 tons, with an assorted cargo of bale goods, provisions, &c. captured by the same, partially divested of her richest goods and ordered into port.

1426. Brig Harmony, from Alicant for Newfoundland, 200 tons, with salt and wine, captured by the same, divested of the latter and given up to the prisoners.

1427. Brig Elizabeth, from Cork for Newfoundland, 250 tons, with a cargo of bread and flour, government stores, captured by the same and burnt.

1428. Schooner Neptune, 8 guns, 18 men, 450 tons, with a cargo of bale goods, wine, gin, &c. captured by the same after a little fighting, divested of part of her goods, manned and ordered into port.

1429. Ketch Caroline, under Danish colors, from London to Lisbon, overhauled by the same, and divested of seven packages of dry goods, as British property.

1430. Brig Susannah, from St. Andrews for Barbadoes, with lumber, captured by the same and made a cartel of.

1431. Schooner Mary, formerly the *Climax* of Baltimore, 16 guns, 12 men, captured by the same after a long chase, and sent into Philadelphia.

1432. Brig Pallas, formerly the French privateer Sans Souci, 8 guns, 21 men, with a cargo of fish, captured by the same after an action of 20 minutes, and sent into Philadelphia—☞The Pallas is of 250 tons—her fish appears to have been returned to the waters to make room for a part of the cargoes of the Harmony, Neptune, Caroline, &c. She is reported to be full of choice goods.

The Amelia has arrived at Philadelphia with a full cargo of rich spoils. During the cruize she put into L'Orient and was treated with great hospitality. —and touched at St. Bartholomews, for a supply of water; but the governor would not let her have any, and ordered her off. She had only 6 guns and 75 men when she sat out on her cruize. The aggregate amount of her captures are—10 vessels, 2270 tons, 112 men and 32 guns. She was often chased—once for 53 hours.

1433. East India ship General Wellesley, 8 guns, 86 men, 500 tons, coppered and found in the best manner, with a cargo of 18,000 bars of iron, some dry goods, porter, cheese, &c. outward bound, separated from her convoy, and captured by the Yankee, after a running fight—manned and ordered in.

☞This valuable ship was unfortunately lost on Charleston bar, (being chased by an enemy's vessel) on the 12th inst. The original crew consisted of 36 Englishmen and 50 Lascars—seven of the of former and all of the latter were retained on board, and all lost but seven! Two of the prize crew were also drowned. The Yankee was left in pursuit of a fleet of twenty sail. How "impudent."

Loss of the General Wellesley.—From a Charleston paper of January 16—Several boats went down to the wreck of the General Wellesley on Saturday. She is almost entirely under water, lying on her side; only one of her cat heads and a few feet of her main chains being visible. She is supposed by the pilots to have been an old vessel, from the apparent ease with which her upper works went to pieces, and from the fragments of knees, &c. which bore evident marks of age. As she was then situated, there was little probability of saving any of her cargo.—Should a heavy blow and high sea carry her entirely to pieces, the boyant part of it might be saved. We learn that about fifty-six of her people, chiefly Lascars or Seapoys, were unfortunately drowned the the night after she struck; between 30 or 40 of whom were launched into a watery grave at one time, by a tremendous sea carrying away her poop and quarter deck. The following articles comprised the General Wellesley's cargo: viz. 17,266 bars of iron, 70 bbls tar, 154 hhds porter, 17 pipes brandy, 48 cases pickles and sauces, 107 firkins butter, 10 cases wine, 3 hhds ginsang, 120 casks bottled ale, 14 jars oil, 60 kegs white paint, 12 kegs black do. 6 bottles oil, 5 cases glass, 34 trunks, bales, boxes, cases, kegs and baskets merchandize, 2 puncheons rum, 12 cases cheese, 31 baskets do. 300 hams, 600 kegs herrings, 600 half kitts salmon, 2 cases cloths, 20 firkins dry salmon, together with numerous other articles put under the denomination of stores.

1434. Brig ———, 170 tons, a valuable vessel, from *Castine* for Jamaica, with a cargo of fish and lumber, brought into ——— by the Paul Jones.

1435. Cutter Eliza & Peggy, from Malaga for London, with fruit, captured by the Lawrence of Baltimore, divested of part of her cargo, and made a cartel of.

1436. Brig Good Intent, from Corunna for Newport, (Eng.) in ballast, captured by the same and burnt.

1437. Cutter D——t, with a cargo of wine, raisins, &c. from Malaga, captured by the same, divested of some of her cargo and burnt.

1438. Brig Christian, from Faro for London, with a full cargo of cork, dog-fish skins, almonds, &c. captured by the same and burnt.

1439. Schooner Atalanta, from Halifax for Martinico, with a cargo of fish, captured by the same and burnt.

The Lawrence arrived at New York on the 25th of January. During her cruize she took 13 prizes—8

were manned, some of them very valuable, and are yet to be accounted for. She made 106 prisoners, but brought in only 15. The vessels captured by her amounted to more than 3000 tons! She has brought in some goods.

1440. Brig Lord Wellington, laden with fish and lumber, captured by the Expedition of Baltimore and burnt.

1441. Ketch Expedition, captured by the ———, and cast away on Cape Cod. Lading not mentioned.

1442. Schooner Goldfinder, (formerly belonging to New York) with a cargo of salt, captured by the Young Wasp of Philadelphia and sent into Elizabeth City, N. C.

1443. A transport, with 250 troops, from Halifax for Castine, chased ashore near the latter place by three privateers and lost. The troops, however, got safely to land and marched to Castine.

1444. Sloop Governor Hodgdon, with a few cases of dry goods and hats, and some cordage, white lead, &c. captured by the Dash of Portland, divested and given up.

1445. Brig Only Son, from Barbadoes for St. Johns, with rum, sugar and shrub, captured by ditto and ditto.

1446. Schooner ———, tender to the British frigate Hebrus, 1 gun, 36 men, captured near Charleston, by the United States barges, under lieut. Kearney.

1447. Brig ———, laden with provisions for the the army, captured near New Orleans, where she had grounded, and burnt.

1448. Ship Jane, from Merimachi, laden with lumber, captured by the Harpy of Baltimore and burnt.

1449. Brig William Neilson, of Liverpool from Quebec, with a number of passengers and a cargo of lumber—captured by the same and made a cartel of.

1450 Schooner Nine Sisters, from Lisbon for Liverpool, with a cargo of fruit, captured by the same and burnt.

1451. Brig Louisa, from Gibraltar for Greenock, with a cargo of wine, figs, raisins, &c. captured by the same, divested of part of her goods and manned for the United States.

1452. Ship William & Alfred, from London for Antigua, with dry-goods and plantation tools, captured by the same, divested of her dry goods, and manned for the United States.

1453. Ship Jane, from London for Antigua, with a cargo of provisions on government account—captured by the same, and her cargo being thrown into the sea and the vessel otherwise disqualified for the voyage, given up as a cartel.

The Harpy also captured the valuable ship Garland, with a full cargo of rum, sugar, &c. She has arrived at *Salem*, as full as she could hold of various kinds of chosen goods—as follows: 118 boxes and trunks, and 116 hhds. and casks of dry goods, jewelry, plate, ladies rich dresses, navy trimmings, rich infants clothing, &c.; 330 boxes fresh Malaga raisins; 66 frails fresh Turkey figs; 158 pieces British manufactured goods; 29 bolts canvas; a quantity of cordage; 10 pipes sherry wine; 3 bbls powder; carronades, muskets, pistols, cutlasses, sails, signal flags; lamp and paint oil; white and patent sheet lead; nautical instruments; cut and other glass; medicines and sundry other articles; also upwards of 100,000*l* sterling in British treasury notes and bills of exchange.

She was frequently chased but escaped with ease. She was at sea 85 days, and cruized off the coast of Ireland, in the British channel, bay of Biscay, &c. and is a noble vessel of 349 tons, carrying 14 heavy guns and about 100 men. The following honorable acknowledgments of the kind treatment of captain Nichols, of the Harpy, to his prisoners, deserves record:

Captain *William Drysdale*, late of the ship William & Alfred, captured the 2d January, 1815, by the brig Harpy, returns his grateful acknowledgment to *William Nichols*, esq. commander of the said brig, and all his officers, for their great civility, indulgent lenity, and humane usage, while on board, and generously delivering up all his private property. And should, at any future time, captain Nichols, or any of his officers, come to London, captain D. will be happy to see them at his house, No. 12, Stepney Green, near London. Given under my hand, on board the Harpy, at sea, this 6th day of January, 1815. WILLIAM DRYSDALE,

Late captain of the ship William & Alfred.

We, the undersigned, feeling congenial sentiments with captain Drysdale, towards captain Nichols, lieutenant Place, and the officers on board the Harpy, and desirous that such humanity and goodness may be made public, as well in the United States as in the British nation, declare, that our treatment is worthy of every praise and encomium; and that all our private property has been held sacred to us, and a cartel fitted for us as early as circumstances would permit.

GEO. HARRISON,
W. NEWELL,
J. W. HALL,
ANDREW M'CARTHY,

(late masters of vessels taken by the Harpy.)

On board the Harpy, Jan. 6, 1815.

1454. Brig Courtney, from London for Rio Janeiro, with dry goods, copper, &c. captured by the Yankee of Bristol, divested of her richest articles and manned for the United States.

1455. Ship St. Andrew, 8 guns, from London for Teneriffe, captured by ditto and ditto.

1456. Brig Speculator, captured by the same, and made a cartel of.

☞The East India ship General Wellesley, also captured by the Yankee has been noticed. The privateer has arrived at Beaufort, N. C. full of rich goods. She has made six prizes in all.

1457. Brig Patriot, from Prince Edward Island, with a cargo of timber, sent into Charleston by the Brutus of Boston.

1458. Brig Dantzic, (cargo not mentioned) sent into an eastern port, by the Paul Jones.

1459. A tender to the British ship Dauntless, armed with a 12 pound carronade, some swivels and muskets, and with 19 men, commanded by a lieut. in the navy, captured by a small party of militia, near St. James' Island, in the Chesapeake bay.

1460. Transport brig Cyrus, with bread, rum and clothing for the British army at New-Orleans, 4 guns—captured in lake Borgne, by an U. S. launch, commanded by sailing master Johnson, and burnt in the face of the enemy.

1461. Transport brig —— captured in the midst of the British fleet in lake Borgne by certain U. S. boats under the command of Mr. Shields, purser in the navy, volunteer, and burnt. Mr. Shields also captured 2 boats, and in this daringly romantic expedition among the enemy's fleet, made 78 prisoners, brought in, and several others that he could not get away. His whole force was only 50 men. See official account, vol. vii. page 406.

1462. Brig Peter, from Messina for London, a very valuable vessel, and sent into N. C. by the Lawrence of Baltimore. She has a full cargo, consisting of 134 tons sulphur, 300 bags sumac, 36 cases claret wine, 4 casks citrat lime, 5 boxes oranges, 145 ditto lemons, 6 bales of wool, 119 ditto rags, 61 barrels of raisins, 1 jar essence of oranges.

1463. Brig John, from Liverpool for Leghorn, with a cargo of dry goods and hardware, captured by the Perry of Baltimore, divested of as many of her most valuable articles as the Perry would hold, and manned and ordered into port.

1464. Brig Nancy, from Malaga for London, with a small cargo of fruit, captured by the same and made a cartel of.

☞ The Perry arrived in the Delaware about the 1st of February, with a full cargo of chosen spoils, and has made a capital cruise. She was chased some eight or ten times by brigs of war, sloops of war, frigates or razees, but laughed at them all, except that close on the coast it so happened that she had to *receive the fire of a razee!*—which she did and escaped, though much cut in her hull and sails. She was so close that the grape from the ship reached her!—What other than an American would not have *doused* his flag, under such circumstances?

1465. Three masted schooner ——, captured by the Warrior, of New-York, and lost on New Inlet bar, N. C.

1466. Ship William, captured by the Charles Stewart, of Boston, and sent into Bath—cargo lumber.

1467. Brig ——, captured by the Harrison, of Baltimore, divested of a quantity of dry goods and ransomed.

1468. Schooner ——, under Spanish colors, captured by the same, and divested of a quantity of goods belonging to certain British merchants in Jamaica, and given up.

☞ The captain of the Harrison was killed in a battle with a British sloop of war. The privateer has arrived at Wilmington, N. C. with her cargo.

☞ The York, of Baltimore, has arrived at Boston after a very unsuccessful cruise, having captured only one vessel, which was immediately after retaken, and suffered exceeding by gales of wind, in which she lost 4 of her people overboard, with the cannon, shot, anchors, &c.

1470. Ship Mary, 246 tons, 6 guns, from Newfoundland for Lisbon, laden with 5000 quintals of fish, captured by the Little George, of Boston, and sent into Marblehead. The Mary is a very fine vessel.

1471. Schooner Brent, a tender of the Severn frigate, commanded by a midshipman, with 13 men, captured in Ball's bay, (near Charleston) by certain boats of the flotilla under commodore Dent.

1472. Brig ——, laden with rum, wine and dry goods, sent into Ocracock, by the Kemp of Baltimore.

1473. Sloop Enterprise, from Guernsey for Maderia, with dry goods and flour, captured by the Whig, of Baltimore, divested of the former, and given up to prisoners.

1474. Brig Brunswick, from Grenock for South America, with a cargo of dry goods, crockery, &c. captured by the same, divested, and burnt.

1475. Schooner Britannia, with a cargo of fish, from Newfoundland for Lisbon, captured by the same, and burnt.

1476. Brig Race Horse, with the same, captured by the same, and burnt.

The Whig has arrived at New-York with a full cargo of valuable goods, the choicest of the spoils of the foe. She had an engagement with a British packet of 14 guns (the Whig carried but 8); which, however, made her escape. She was chased by an Algerine frigate. The prize goods she has on board are estimated at the value of $70,000.

1477. Schooner Mary, with a cargo of fish, captured by the Surprise of Baltimore, and burnt.

1478. Schooner Good Intent, with furs, &c. captured by the same and destroyed, being divested.

1479. Schooner Nancy, formerly an American vessel, captured and recaptured 4 times, captured by the same, and burnt.

1480. Schooner Hazard, from Halifax, with dry goods, &c. captured by the same, divested of her cargo and burnt.

1481. Schooner Sea Flower, with a cargo of fish, captured by the same, and burnt.

1482. Schooner Lucy Ann, captured by the same and made a cartel of.

1483. Brig Forth, from Halifax for Pictou, in ballast, captured by the same, and burnt.

1484. East India ship Star, captured by the same, as per the following extract from her log book: "Jan. 28, lat. 24, 10, long. 35, 50, saw a sail on our lee quarter and gave chase. At 11 A. M. got out the sweeps and swept toward the chase. At 45 minutes past meridian, being within half gun shot of the chase, which showed English colors, commenced action with her. At intervals we used sweeps, so as to get along side. The action then continued uninterrupted on the side of the enemy, and at times suspended on ours, until quarter past two, when we had gained a position across his stern, and being ready to give him a broadside and board, he struck his colors. The prize proved to be the British ship Star, of 8 12 pounders, and 26 men; she was from Batavia, bound to London, with a cargo of coffee, sugar, cinnamon, camphor, sago, nankeens, tortoise shell, &c. The Star had one man killed and one wounded, several shot in her hull, and received considerable damage in her spars, sails and rigging. We had several shot through the sails, one in the foremast and one in the foretopmast; but no personal injury. We put two prize masters and 18 men on board, and commenced taking out part of the cargo and repairing damages.—29th, we were this day employed in taking goods out of the Star."

This valuable prize was parted with a little way off the coast on the 26th February, in a snow storm. The Surprize has arrived at New-York, with a cargo valued at $150,000. Dec. 24, she arrived in the outward harbor of Brest; fired a salute, which was answered by 11 guns from the French admiral's ship. Jan. 9th, sailed from Brest—14th, was chased by a ship of war for several hours; she fired 100 shot at us, but we escaped in the night.

The Star arrived at New-York on the 28th February. Her cargo consisted of 1180 bags sugar, 5021 bags coffee, 45 tubs camphor, 297 bags sago, 224 cwt. Sapan wood, 22 bales nankees, 83 cases cinnamon, and 45 cases tortoise shells. The whole worth about $300,000. It is said that this vessel *really* belonged to a member of a certain "committee of grievances" that recently visited Washington City. If it be so, she is doubly to be valued.

1485, 1486. Two vessels, one laden with fish and oil, the other with coal, captured by the Ranger, and burnt.

1487. Ship ——, a collier, captured off the coast of England, by the Ranger, of Boston, and burnt,

1488. Brig Athill, 8 guns, from the Mediterranean, with a valuable cargo, captured by the Lawrence of Baltimore, and put into *Brest* in distress, January 6. As the signing of the treaty must have been known there at that time, we calculate this vessel as being a good prize.

The David Porter privateer, has arrived at New-York from a cruize of 80 days, off the Western islands, coast of Portugal and about the Madeiras and Canaries, and along the coasts of Brazil, Cayenne and Surinam, and from there home, through the West Indies, during which she made only three captures—two manned and one given up as a cartel.

The ocean seemed deserted by British vessels—she boarded many neutrals.

1489. Three masted schooner George, from Rio Grande, Africa, to Goree, with timber, captured by the David Porter of Boston, and made a cartel of.

1490. Brig William, from Portaventura for London, with a cargo of wine and barilla, captured by the Lawrence of Baltimore, and sent into North Carolina.

1491. Brig ———, with a cargo of fish and oil, sent into Portsmouth by the Champlain privateer.

1492. Brig Susanna, of Liverpool, 200 tons, coppered, with a full cargo of sugar, cotton, coffee and Spanish tobacco, captured on her voyage from Havannah for England, by the *Sine qua non* privateer, of Boston, and sent into Portsmouth. The S. was under Spanish colors, and was called the Antonio; but her true character and name was discovered.

1493. Brig Flying Fish, 240 tons, coppered, with a rich cargo, as follows:—6205lbs. indigo; 54 hhds. double refined sugar; 152 bags, 109 bbls. and 82 casks best green coffee; 110 bags Sumatra pepper; 1 cask pimento; 74 bags cocoa; 10 casks anatto; 2 casks salarmoniac; 9 bags cloves; 8 bags cinnamon; 2 puncheons 4th proof Jamaica rum; 23 casks painter's colors; 55 cases superfine British shirting cottons; 17 bales superfine long cloths; 1 cask and 1 case razors, cork screws and needles; 1 cask files; 2 casks of saws; 2 bales green serge; 2 casks porter; 180 cwt. 76 lbs red Saunders wood, captured on her voyage from London for Treiste, by the David Porter, and sent into *Newbedford*. Cargo valued at from 150 to 200,000 dollars. The Flying Fish is a vessel of 110 feet on deck.

1494. Ship Corona, 335 tons, a new vessel, coppered, 8 guns, a with great cargo of coarse clothing, negro slops, wine, cheese and crockery, &c. from London, for Grenada, captured by the Chasseur of Baltimore, and sent into Wilmington, N. C.

The Chasseur deprived the prize of her guns to replace some that she had thrown overboard in close chase by the Barossa frigate, on her passage out to her cruising ground.

1494. Packet (brig) Lady Mary Pelham, 10 guns, captured by the Kemp of Baltimore, and sent into Wilmington, N. C. The L. M. P. made battle with the Kemp, but after having one man killed and 8 wounded, and at the moment that the latter was about to board, submitted. The K. had 1 man killed and three wounded.

1495. Brig Sarah, coppered, with a full cargo of fish, from Newfoundland for Alicant, captured by the brig Warrior, of New-York, and sunk.

☞The following extract of a letter from capt. Champlain, of the Warrior, giving an account of his rencontre with a frigate, is amusing;

"On the 15th of Dec. made the island of Fayal, and was standing in for the harbor, when a frigate that was lying there at anchor, slipped her cables and made sail in chase of us. At 8 P. M. about 3 miles distant, at which time it was blowing very fresh and squally, the chase rather gaining on us. After a chase of about 60 miles he came up within grape shot distance, and opened a fire on us from two of his bow guns. About which time we got *long tom* to bear on him, and run out all our starboard guns, which indicated a disposition to fight (as he thought,) at which she shortened sail to give us battle in due form; at which favorable circumstance, about 2 H. M. I reluctantly resorted to the only means of escaping from capture, which was by freeing the brig of part of her load: I accordingly cast overboard eleven of her guns, and escaped from the chase; he was in sight next morning, but did not continue the chase. One of his shot only hit us."

1496. Brig Lady Troubridge, 8 guns, 208 tons, with a cargo of live stock, from the Cape de Verds for Barbadoes, captured by the brig Ino, of Boston, and burnt This vessel was captured and destroyed within two miles of the Island of Barbadoes, and within the view of the British vessels of war lying at Bridgetown. The Ino was lost off Charleston—the particulars are interesting, and are as follows, extracted from a paper of that city—

Charleston. March 7. The officers of the Ino reached town yesterday morning from Bull's and politely furnished the editor of the City Gazette with the subjoined particulars of the cruise and subsequent destruction of said vessel. The name of the reef on which the Ino struck, is Racoon Key. Her crew, 82 in number, arrived here yesterday, having travelled from the scene of their shipwreck on foot. The Ino belonged to Boston, and was owned by the hon. Wm. Gray. It is to be observed that on Friday last, the 3d inst. twelve days had elapsed since the date of the president's proclamation, and thirteen since the ratification of the treaty of peace; which, by one of its articles, allows twelve days to put an end to hostilities on our coast, of which circumstance the captain of the Severn could not but be informed; and yet he drives the Ino *on shore*, and makes *prisoners of two of her crew.* This may be *peaceable* and *friendly* conduct in the vocabulary of John Bull, bnt it is very different in that of Americans. We hope it is the last act of the kind we shall hear of.

March 7, A. M. in 10 fathoms water, off Charleston, standing in, discovered a large ship at anchor off the bar; wind light at N. to N. N. E. hauled close on the wind, starboard stacks aboard. The ship, which we soon discovered to be a frigate, weighed and stood for us, and by the shifting of the wind hemmed us in between her and the shore; after making every exertion with sweeps, &c. to get clear, found that the frigate, by the help of her boats and breeze which sprung up from the offing, came upon us, and that we could not either get into Charleston, or weather away C. pe Romain, were obliged to bear up and endeavor to get into Bull's Bay, in which attempt the Ino unfortunately struck upon a reef. On this being perceived, the frigate immediately sent her boats to attack us; but by a few well directed rounds of grape and cannister, they were forced to retire. In the night the Ino bilged, and threatened to go to pieces, we (having lost our boats some days before) proceeded to construct rafts to transport ourselves on shore. At 4, A. M. cut away our masts—ship in a very dangerous situation, and laying on her beam ends. At day light discovered the frigate at anchor, and her boats pulling for us—prepared to receive them—when within grape range, hoisted our flag on a pike staff, and gave them a broadside of grape and cannister; on which they precipitately hauled off. We then manned our rafts and set fire to her, at two, P. M. she blew up. While at the most imminent hazard of our lives, our rafts torn to pieces by the breakers, and part of us swimming, they again came in with their boats, and *valiantly* took two poor fellows who were swimming for their lives, and carried them off. We finally succeeded in getting on a sand pit, from which unpleasant situation we were relieved by the humanity of captain John Phillips, of Charleston, commanding a small schooner lying in the Bay.—The officers of the Ino at present forbear making any comments on this extraordinary transaction, but merely observe that they had no idea of peace having taken place—but have ascertained that the captain of the frigate (the Severn) had known it for many days.

1497. Ship Mary and Susan, 470 tons, with an immense cargo of dry goods, brandy, gin, Madeira wine, and plantation utensils, from London for Jamaica, captured by the Chasseur of Baltimore, and sent into Savannah. The Mary and Susan is a great vessel.

1498. The schooner Arrow, from Catalonia for London, with 100 casks of almonds, 1650 casks hazle nuts, sent into Salem, by the American of that port. The Arrow was captured January 22—and the American has previous thereto made several valuable prizes.

1499. "*His majesty's*" schooner St. Lawrence, lieutenant Gordon, fourteen 12lb. carronades, and one long gun, 75 men, besides a number of soldiers and passengers, captured by the Chasseur of Baltimore, captain Boyle, after a very severe action of fifteen minutes, with a loss of about 40 men killed and wounded, the Chasseur 5 killed and 8 wounded; and at the request of the late commander sent into Havana for the relief of the wounded.

1500. Ship Adventure, for Havanna, with a valuable assorted cargo of dry goods and plantation utensils, captured by the Chasseur of Baltimore, and ordered for Charleston, but unfortunately recaptured off the port by the Severn frigate. We call her a good prize, because her most valuable effects were taken out by the Chasseur.

☞The Chasseur, "the pride of Baltimore," arrived at Baltimore on Saturday evening last, and saluted fort *M'Henry*. She is, perhaps, the most beautiful vessel that ever floated on the ocean: those who have not seen our schooners have but little idea of her appearance. As you look at her, you may easily figure to yourself the idea that she is about to rise out of the water and fly in the air, seeming to sit so lightly upon it! She has carried terror and alarm through the W. Indies, as appears by numerous extracts from West India papers received by her; and was frequently chased by British vessels sent out on purpose to catch her. She was once pretty hard run by the Barossa frigate—but some times, out of mere wantonness, affected to chase enemy's men of war of far superior force! Among the "good jokes" that appear in these papers, is one making out *Boyle* to be an "*Irishman!*" The account of her battle with the *St. Lawrence*, is inserted in page 61; and is as gallant an affair as has yet occurred at sea. The Chasseur is full of dry goods, &c. She was proceeding to New York, when she heard the certainty of the peace and bore away for the Chesapeake.—She full of costly goods.

1501. Schr. Robert, from Portsmouth, (Eng.) for St. Michaels, captured by the America of Salem, and destroyed.

1502. Sloop Jubilee, from Tenneriffe for Jersey, with wine and barilla, captured by the same, divested of a few pipes of her wine and destroyed.

1503. Schooner Hope from London for Senegal, with a cargo of dry goods, cordage and sundries, captured by the same, divested of her most valuable articles, and manned for the United States. Three or four other valuable prizes made by the America are yet to be accounted for.

1504. Ship Emulation, captured by the Syren privateer, and put into Gracioso, Western Isles, where, it is said, she was abandoned by her prize crew.

1505. Schooner ——, captured the Macdonough, of R. I. and burnt.

Extract from the log book of the Macdonough.

January 31, at 12 discovered a large ship under our lee making signals, about two leagues distant, shewing two tier of ports. At 1, edged down for her, and discovered her lower battery to be false; immediately prepared for action. At 2, bore up for his weather quarter, and hoisted our colors; the enemy at the same time hauling up his courses and lying by for us. At half past 2, commenced the action within musket shot, observing the enemy to fire 7 guns from his broadside, besides swivels, with a tremendous shower of musquetry, which led us to suppose her a troop ship, in which we were not deceived. At half past three, passing close under her bows to rake her, we discovered her decks full of soldiers, who gave us a tremendous fire. At three quarters past three, our braces, bowlines and haulyards being all shot away—our sails literally cut to pieces—rigging much damaged and two guns dismounted—11 men wounded, 7 severely—7 shot in our hull—our fore and main-mast badly wounded—our stern boat with two 18 pound shot through her—the enemy being far superior to us in point of metal, having 18 nine pounders, and at least 300 soldiers besides her crew, thought it prudent to haul off. Our enemy having suffered, to appearance, bore away for Teneriffe, with some of her people slung over the side stopping shot holes. At 3 A. M. tacked ship to the S. W. all hands employed repairing sails, rigging, gun carriages and other damages.

The M arrived at Savannah, March 7.

1506. Schooner Ceres, from Newfoundland for Dublin, cargo 15,000 galls. oil, captured by the Reindeer, of Boston, and destroyed.

1507. Schooner William, of London, from Whitehaven for St. Michaels, in ballast, captured by the same and burnt.

1508. Sloop Unity, from Lisbon for Crookhaven, with oranges, captured by the same, and made a cartel of.

1509. Brig Daphne, 2 guns, 200 tons, with a cargo of wine, cloves, skins, &c. for London, captured by the same, divested of a quantity of cloves, almonds, Leopard skins, coffee and ostrich feathers, and manned and ordered into port.

☞The Reindeer also captured a valuable brig which she manned.

1510. Brig Crown Prince, with a cargo of Merino wool, sent into Sedgwick by the Portsmouth, of Portsmouth. The value of this prize is supposed to be $300,000.

1511. Brig Juno, a transport, captured by the same—divested and made a cartel of.

1512. Brig Ocean, from Marimachi for Glasgow, laden with timber, captured by the same and burnt.

1513. Brig Langton, from Richiebucto, (N. S.) for Scotland, captured by the same and ransomed.

1514. Brig Adeona, with 450 bales and packages of broadcloths, linens, muslins, &c. and a great quantity of plantation stores, captured by the America of Salem, and sent into that port. This is a great prize.

1515. Schooner Sultan, laden with cocoa, captured by the Morgiana, of New York, and sent into Wilmington, N. C.

1516. Brig Sarah, for Alicant, with a cargo of codfish, captured by the Warrior, of N. York, and [illegible]

1517. Brig Legal Tender, with a valuable cargo, captured by the David Porter privateer, and re-captured by the Spencer 74 on the 7th March. We account her a good prize, for being re-captured on our coast, she must be restored.

1518. Brig ——, which received a broadside from the Prince of Neufchatel privateer, on the 21st of August last, in the Irish channel; sunk shortly after. The *Greenock* paper which mentions the affair gives no other particulars.

1519. Ship Antigua, 320 tons, with a vast cargo of dry goods and plantation stores, captured of the Western Islands by the Fox, of Portsmouth, and sent into that port.

1520. Ship City of Limerick, with a cargo of dry goods, crates, &c. very valuable, from London for Jamaica, captured by the Morgiana of New York, and ordered into port, being divested of her best goods.

1521. Brig Helen, from ditto for ditto, laden with dry goods and iron, captured by the same and ordered into port.

☞We account those as *good prizes*, for the Morginia has arrived with property valued at $230,000, which she took out of them. The City of Limerick has been recaptured, but must be given up.

The privateer ship Young Wasp has returned to Philadelphia from a cruise of 170 days--off the coasts of England Spain, &c. about the Western islands--off St. Helena and the cape of Good Hope--a round of about 30,000 miles! She had three battles--the first with a sloop of war (as was supposed, since discovered to have been a heavily armed and well manned merchant ship)--the second with a gun brig, which by reason of light and baffling winds she could not bring to close action, and the third with the Clarendon, of 24 guns (only 14 mounted) and about 50 men, from Batavia for London, laden with 1,150,000 lbs. coffee, some Japan wood, elephants' teeth, &c. which she took and manned. In these affairs she had only one man killed and two wounded, and lost none by sickness. She took eight prizes in the whole--two of which have arrived, four are yet to be heard of, the rest are accounted for as follows:

1522. Brig Plutus, from London for Teneriffe, with an assorted cargo, captured by the Young Wasp of Philadelphia, in sight of a large fleet, divested of some of her goods and given up, a fast sailing frigate having left the fleet to rescue her.

1523. Ship Mary-Ann, from the Cape of Good Hope to Malacca, chiefly in ballast--captured by the same, divested of a few articles, and permitted to proceed.

1524. Brig Lord Duncan, from Liverpool for Bermuda, captured by the Morginia of New York and burnt.

1525. Brig Cossack, 6 guns, from Cork to Jamaica, captured by the same, divested and made a cartel of.

1526. Schooner Resolution, with sugar, molasses, &c. sent into a southern port by the Kemp of Baltimore.

1527 Sloop ———, captured by the same, in the West Indies, divested and given up.

1528 Ship Otway, 3 guns, from Liverpool for Jamaica, with a rich cargo of dry goods and sundries, captured by the same, divested of as many goods as the privateer could hold, and manned and ordered into port. We account this valuable vessel a good prize, as well because the Kemp has arrived at Baltimore with her choice spoils, as because the ship was left by the Kemp *after* the space of time allowed by the treaty in which a recapture might be made. The Kemp brought in about 200 packages of dry-goods, 1800 stand of arms and a variety of other articles.

1529. Brig ———, 18 guns, 42 men, captured by the same, after a smart action of 40 minutes, with the loss of one killed and two wounded, and manned. But afterwards abandoned, the prize crew being withdrawn, and some articles taken out, on account of the near approach of enemy vessels of war.--There were two killed and eight wounded on board the brig.

1530. Brig Alexander, captured by the Leo, of Baltimore; and cast away near Ferrol.

1531. Brig Eagle, captured by the Lawrence of Baltimore, afterwards re-captured and wrecked. She was chiefly laden with dry goods.

1532. Brig Susannah, from Buenos Ayres for London, with hides and tallow, captured by the United States frigate Constitution, and sent into New-York.

1533. Brig Lord Nelson, with a cargo of fish, brandy and wine, captured by the same and divested of her most valuable articles and burnt.

The Hyder Ali privateer has been captured in the East Indies by the Owen Glendower frigate, with whom she had a running fight and somewhat damaged. She had been chased for three days by the Salsetta frigate, which she got clear of, but in so doing was driven aboard the former; but the privateer was not given up until the musketry of the frigate was firing upon her. She had made nine prizes, manning some, and divesting others, and had on board a valuable cargo at the time she was captured, and only 26 men. All of the former vessels have been re-captured. The Hyder Ali did not lose a man either by sickness or casualty during her cruise. If one of our sloops of war had been in the Indian seas, she would have done the enemy some "essential injury," by destroying his ships.

1534. Ship Arabella, of Calcutta, captured by the letter of marque Rambler, of Boston, on her passage to Canton, and carried into Macao.

1535. Brig Madeira, with wine, captured by the same, divested and given up.

A letter from captain Edes (of the Rambler) dated at Canton, Dec. 6, says--"Our prize (the ship Arabella arrived at Macao the same day we arrived at Canton, and was taken possession of by the Portuguese government, and given up to the British commander on this station. I have protested against this proceeding, and hope a proper representation will be made to the Portuguese government, who ought, in justice, to pay us the amount she was insured for at Calcutta (60,000 rubles.) Eighteen days out, I captured British brig Madeira, took 75 casks of wine and gave her up--[arrived at Nova Scotia.] Aug. 24, in the Chinese seas, captured British ship Arabella, Price, of Calcutta, took out five chests of opium, 16 bales Madras goods, and 25 boxes containing medicines, &c."

Captain Thorndike (late of the Hyder Ali) informs that considerable difficulties had recently existed between the Chinese and English. One dispute arose from sir George Staunton, (British agent at Canton, and who was in lord Macartney's embassy) undertaking to write and send presents to the prime minister. This gave great offence to the superior officers at Canton. Another dispute was occasioned by an application from the British for the exclusion of American privateers, as men of war are not allowed to ascend the river; but the Chinese answered, that if British men of war brought cargoes they might come up; and that American vessels were not more armed than the British merchantmen. The English next required prize goods to be interdicted--but the Chinese said they never inquired as to any vessel, where she got her cargo, or where she brought it from. The British threatened to fire on the place, and the Doris frigate passed the Boca Tigris and fired on the American schooner Sphynx. In consequence of this dispute, threat and proceeding, the British vessels were all ordered down the river, and kept below nine weeks before there was a compromise. A Chinese who had supplied them with some provisions while below, was thrown into prison. The British demanded his release; but his countrymen beheaded him. [*If such had been the fate of the many that traded with the British off our coast!*]

1536. Ship Anne, 417 tons, — guns, 25 men, with a great cargo of mahoghany, logwood and fustic, coppered and in fine order, captured by the

Rebec Ultor, of Baltimore, after a slight resistance, and sent into New York.

1537. Schooner Perseverance, from Grenada for Demarara, captured by the same and burnt.

1538. Brig John, from Martinique for Antigua, captured by ditto and ditto.

1439. Brig Maria-Annabella, from Dublin for St. Kitts, captured by the same, divested of a few Irish linens and burnt. Her cargo was chiefly provisions.

1540, 1541. Sloops Twins, and l'Esperance, captured by the same, divested and given up.

1542. Sloop Constitution, from St. Barts for Dominica, captured by the same and burnt.

1743. Brig Mohawk, of Jamaica, captured by the same and ordered into port. We account this vessel a good prize, being captured *without* and safe *within* the terms limited by the treaty.

1544. A vessel captured by the Avon, of Boston, and ransomed for $3000.

1545. Ship ——, captured by the letter of marque ship Jacob Jones, of Boston, on her passage to Canton, and divested of $60,000 worth of opium, &c.

1546. "His majesty's" *sloop of war* CYANE, *rating* 20 guns, and carrying 34—viz. 22 thirty-two pound carronades on her gun deck—10 eighteen pound carronades on her quarter deck, and 2 long nine's on her forecastle. She is a *queer* "sloop of war," being a frigate built vessel—captured by the United States frigate Constitution and sent into New York. The Constitution at the same time captured the sloop of war *Levant*. See page 117.

1547. Brig Baltic, captured by the Grand Turk, of Salem, recaptured by the British, and since lost. She had a cargo of sweet oil.

1548. Cutter sloop Busy, of Guernsey, from Plymouth for St. Michaels, with a cargo of potatoes, captured by the America of Salem, and burnt.

1549. Schooner Black Joke, of London, for Tercia, with coal, porter, &c. captured by ditto and ditto.

1550. Sloop Enterprize, of Guernsey, with a cargo of flour, captured by the same and made a cartel of.

1551. Packet ship Elizabeth, in ballast, 8 guns, 31 men, captured by the same, after a short battle, in which she had 2 killed and 13 wounded, and was literally torn to pieces—her masts, spars, hull and sails being penetrated by more than 700 shot, while the America received no injury either in men, rigging or hull. The Elizabeth was divested of her armament and given up to her original crew to make the best of their way. She was bound from Rio Janeiro to Falmouth.

☞Besides the foregoing, and two others that were noted as they arrived, the America captured and manned a very valuable ship from Rio Janeiro, and a brig, laden with sugar, from Antigua for Glasgow—which we hope to hear more of. She brought in $10,000 worth of goods, taken from her prizes.

☞Though the war has ceased, we expect to add greatly to the list of prizes, as our vessels reach home.

War Events:

OR, THINGS INCIDENTAL TO THE LATE WAR.

MISCELLANEOUS.

CASTINE is not yet given up. General Gosselin says he cannot evacuate the place until he receives orders from England!

TROOPS AT NEW-ORLEANS.—We refused to publish the following article from the *National Intelligencer* until its actual meaning was less equivocally stated; for we knew it would be taken advantage of by our enemies; as is shewn in the extract from the *Boston Centinel* added below. The *National Intelligencer* of the 10th instant, has a letter from Baltimore on this subject, and it appears that the statement was simply designed to shew the *force really engaged in action, at the times stated.* The editors, on publishing the letter, say—"The editors have published the above letter (only just received) merely as an excuse for remarking in this place, what they should have supposed was sufficiently understood from the manner of the statement above referred to, that the numbers given applied, of course, to those who were present, in the front of the enemy, in the prominent actions, and not to all the citizens, armed and unarmed, at and about New-Orleans."

"*Extract from the return of the adjutant-general at New Orleans, shewing the number of troops under major general Jackson, and engaged in the defence of that place.*

28TH DECEMBER, 1814.

Marines	54
Artillery, navy and volunteers at batteries	154
7th infantry	373
44th do.	285
Major Hind's command	230
Major-general Carroll's division	1,312
Brigadier-general Coffee's brigade	834
Captain Smith's light-dragoons	40
Total,	3,282

1ST JANUARY, 1815.

Artillery, navy and volunteers at batteries	154
Colonel Ross's command	1,452
Major-general Carroll's division	1,312
Brigadier-general Coffee's brigade	813
Major Hind's command	230
Total	3,961

8TH JANUARY, 1815.

Artillery, navy and volunteers at batteries	154
Colonel Ross's command	1,413
Major-general Carroll's division	1,562
Brigadier-general Coffee's brigade	816
Colonel Slaughter's command	526
Major Hind's command	230
Total	4,698

It will be recollected that the enemy's force, by his own accounts, exceeded ten thousand."

From the Boston Centinel.—"It appears by official returns, that in January, 1815, the following was the whole number of troops under general *Jackson*, at New-Orleans; notwithstanding the exaggerated accounts of their force published in NewOrleans letters, and the great praise which the administration have claimed for their *providence* in providing for the defence of a place, which they knew many months previous would be attacked by at least ten thousand men." [Here is quoted the return of January 8, as given above.]

☞Jackson's entire force was not *less* than 10,000 men.

New-Orleans. A file of Barbadoes papers up to the 6th of March, has been received at the office of the Baltimore American, on which the editors observe—

It seems somewhat surprizing to us, that they had not then received at Barbadoes an account of the *finale* of the demonstration upon New-Orleans, for they still speak in hopes of succeeding in that quarter. They confess that general Jackson's spirit and resources greatly exceeded their expectations. "But, if (say they) our troops can succeed in taking the city, *and securing the property there stored*, it will be as much as we can allow ourselves to antici-

pate. The property and other produce at New-Orleans, *likely to fall into our hands*, is estimated at more than 14,000,000 of dollars!"

☞The British have thought that they had nothing to do but to come and take our property as they pleased. Nine-tenths of the sailors and many of the soldiers who landed to "demonstrate" upon *Baltimore*, were provided with "great big" bags to carry off the spoil. This is a fact. What a howling will these robbers "in the spirit" make when they hear the doleful tidings from Orleans! When the deaths of the intended plunderers—the *"booty and beauty"* men, are "numbered" *six thousand!*

CAPTURED NEGROES.—The Norfolk Ledger gives us to understand that the Menelaus frigate is waiting in Hampton Roads for an answer to certain despatches she brought from admiral *Cochrane* requesting information to prove that slaves taken from the United States have been sold in the British colonies. The *National Intelligencer* observes, that it is probable the Ledger is correctly informed of the import of the despatches, but intimates that the regular channel for such communications, in time of peace, is through the resident British charge des affairs, and that the request, or demand, of the admir may not be complied with.

THANKSGIVING.—Tuursday last being recommended by the president of the United States as a day of general thanksgiving and praise to "Almighty God for his great goodness, manifested in restoring us to an honorable peace," was so observed, with much propriety and decorum, by the citizens of *Baltimore*. The stores were generally shut, &c. as on a Sunday. We are curious to hear how it was noticed at *Boston*, where the folks pretended to pray so heartily for the blessed event, before it was granted

LICENCIA DRAMÆ.—The stage frequently lends its aid to honor our naval heroes. But the players have a custom which, though sanctioned by several events, does not apply to *all* our battles on the water. Their universal custom has been to strike the British flag by bringing down all the *masts* at one dash. The *notion* is well enough.

INDIAN MURDERS AND WARFARE. Several murders have been recently committed in the Indiana and Missouri territories. A western paper has the following article:

From Boon's Lick, March 4. Last night an express arrived here from the upper settlements of St. Charles county, informing that the settlements are attacked by bodies of indians. On the first of this month they stole a number of horses and killed a negro; a number of the inhabitants pursued the savages and retook the horses; at the same time they were attacked by three times their number; they charged without hesitation and after a smart action of about fifteen minutes, retreated with the loss of one man killed. The loss of the indians has been considerable—they were seen bearing off their dead.

It is stated that this affair has given vigor to the settlements of Upper St. Charles.

Since the above was in type, we learn, that those who have been killed and wounded belonging to captain Callaway's company, and at Boon's Lick, have large families depending on them for support. Captain Callaway was known to all, and his loss will be regretted by all who estimate worth and sterling courage.

"CHURCH AND STATE."—The following is from the *"New-Hampshire Patriot"*—

It is rumored that the federal* clergymen of this state, have combined together to recover back the several sums assessed upon their estates as their proportions of the direct tax.

It is certain, that the reverend Humphrey Moore of Milford has sued one of the assessors in Hillsborough county, to recover back *seven dollars and eight cents*, assessed upon his two farms in Milford, alleging that he is an ordained minister of the gospel there, and that his estate is exempted from taxation. It is conjectured that he is selected as leader in the van. If clergymen will preach politics, at the same time enjoying all the privileges of the best government on earth, ought the taxes to be removed from them and levied upon the honest laboring farmers? Every honest man will say—nay.

From the Troy Post, April 4.

Extracts from general Wilkinson's defence.

The trial of general Wilkinson has excited so much interest during the winter past, that we presume it will be acceptable to our readers to see a part of his defence. It is said the trial will be published as soon as the sentence of the court is made known. The following extracts are made from the exordium and conclusion of the general's defence.

"Mr. President,

"And Gentlemen of the court,

"The case before you, however afflicting to the sensibilities of a soldier, has become too common in our own history, as well as that of other nations.

"The conflicts of ministers and generals appear to be the necessary consequences of every unsuccessful military expedition: failure produces discontent, discontent murmurs, murmurs recrimation, and recrimation enquiry. It is presumed there has been a fault somewhere; the public mind becomes restless, and the public must be satified, even at the expence of an hundred thousand dollars, without one cent of profit, as in the present case.

"This would be well, were good to come of it: but as personal controversy seldom mends the heart or improves the understanding, it never should be suffered on slight grounds.

"An upright and able minister would prefer to rest his political standing on his own reputation, sooner than seek to prop it by the persecution of a faithful, zealous, but unfortunate general: such was the conduct of a Chatham, whose example it is impossible an Armstrong could imitate.

"But my case is perhaps without an example: That of a minister of high standing and splendid talents, seducing an officer from an honorable command and the fairest prospects of fame, to put him on the execution of an impracticable project, without competent means; and because of its failure, to save himself from public odium, he descends to tricks, stratagems and perfidies, to cast the blame he has incurred from his own shoulders upon those of the officer he had deceived; and this officer, a man with whom he had been associated in the most interesting scenes of the revolutionary war; the friend of his juvenile days, to whom he professed to be bound by the sacred ties of personal confidence and attachment!

"Mr. President, I disclaim high colorings in a case of such gravity, and should disdain to excite the feelings, or warp the judgment of my judges were I capable: the disclosures about to be made will testify the truth, and determine my title to credibility.

*I copy the article as one of the curiosities of the war, as it appears in the paper. *I* would have supplied this honorable designation by the word *jacobin*—which better belongs to the pulpit declaimers of the "nation of New-England" than any other class of people that I know of, and shall be shewn by and bye, in their *works*. Their *insurrection*-sermons shall not be forgotten. [ED. REG.

"From the common anxiety we have felt to conclude the procrastinated investigation with as little delay as possible, I have undertaken to perform in twelve days, a work requiring a month. It must not, therefore, be expected that I should present this defence in that connected, prepared state; with that regularity and complete arrangement, and analysis of the testimony, which it was my desire to submit to the deliberate understanding of this court, and to the sober reflection of my countrymen.

"In forming a judgment on the whole or any distinct part of my conduct, I flatter myself the court will be determined by circumstances as they appeared at the time; by the decisions of the moment and the apparent exigencies of the occasion; not by an after knowledge of facts which could not be known at the time.

"Before I enter upon the investigation of the testimony, I consider it an act of propriety towards the court briefly to state the course I shall pursue: It will be recollected that a report touching the merits of that part of the campaign of 1813, in which I was concerned, at the call of the house of representatives, was made up by that accuser, and presented to that honorable body in the session of 1813—14; and it has been admitted by the court that that report should be taken as "prima facie" evidence on this enquiry: I have availed myself of this permission, to present such parts of that report to the view of the court as will tend to throw light upon the enquiry before it, and to explain the principles and motives of my actions in command, from the first order received at the dawn of the late war, to the termination of my command on the northern frontier last April.

"I shall then, Mr. President, open the case with a brief narrative of facts and incidents—after which I shall proceed to compare and apply the testimony, and will conclude with a rapid summary of the whole."

CONCLUSION.

"The artifices of my accuser prevailed; he deprived me of my sword in the dawn of the campaign; threw me out of the path of glory, and the injury is irreparable.

"The troops formed and disciplined in hardships and sufferings and perils, under my orders, when fitted for action and prepared to meet the enemy, were destined to gather laurels to decorate the brows of more fortunate men.

"But amidst the ills inflicted upon me by this tyrant, the hand of heaven was outstretched in my behalf; and the disgraceful flight of the destroyer of the capital of this country, placed the office he had abused in honorable hands, and secured to me an impartial tribunal to judge my conduct.—A tribunal! the first in point of rank and experience, one only excepted,* which ever assembled in the United States. But, Mr. President, I possess other sources of consolation, which no earthly power can take from me. I have borne arms and faithfully served my country through three wars! nay, more—I have saved her from a civil war—How many toilsome days have I labored for the honor of my country! How many sleepless nights have I watched over her safety! Thirty-nine years past I marched a company over the very ground on which I now stand arraigned—then waste, wild and uncultivated; now the scene of industry, of wealth and of talents, the seat of social refinement, of personal charms, and polished society. In October next it will be thirty-eight years since I led the captive Burgoyne from his entrenchments to surrender an army of six thousand veteran troops of Europe, on the plains of Saratoga, under a convention countersigned by the hand which now presents it to the honorable court, with the prayer, that it may be permitted to accompany the records of this day, and find a place in the archives of the war department.

"Mr. President, may the war-worn veteran, with a ruined constitution, the fruits of the services of his whole life, and staggering under the load of obloquy heaped on him by his accuser, be permitted to produce a more recent instance of his zeal in the public service; to show that if he has not been triumphant; that if he has been deprived of the opportunity to swell his humble fame in torrents of blood, his time has not been uselessly employed to the state!

The testimonials of those meritorious, gallant officers, commodore Macdonough and major general M'Comb, (See app. No. 79) seconded by the credential of a respectable eye witness, a citizen of this state, will prove beyond doubt, that my agency contributed essentially to our naval triumph on Lake Champlain, and the preservation of our garrison at Plattsburgh. From these documents it will appear that but for my precaution in establishing a battery at the mouth of Otter Creek, the early movement of the enemy made against that point in May last would have blockaded up our squadron for the season. The shores of the lake would have been exposed to his ravages, and Plattsburgh must have yielded to his superior force.

Mr. President and gentlemen, whatever may be my future destiny, a destiny at this moment wrapt in clouds, I shall bear in grateful recollection the patience with which you have waded through the tedious inquiry. I confide in the justice of your award, because I am satisfied it will be founded in integrity. Whatever it may be, I am prepared to meet it with complacency, and were it proper for me to express a wish on the awful occasion, which interests my feelings closer than life itself, I should say—If guilty, let my punishment be exemplary—If innocent, acquit me with honor. Then I shall not have lived in vain."

NAVAL.

It appears that a New Providence privateer has *gallantly captured the Chasseur's* prize, the St. Lawrence, on board of which was only one American, acting as prize master, on the honor of her late commander. She was, however, permitted to enter Havana as originally designed, where she was taken charge of by the British men of war lying there—no doubt to restore her to the prize master. Vessels from off *Louisiana* were frequently arriving at Havana with the sick and wounded—by the former of which our late enemy appears to have suffered perhaps as much as by the latter. The destruction has been dreadful to think of. The cold weather destroyed the regiments that had been stationed in the West Indies.

Alarm! They had an *alarm* in England the latter end of January that an American squadron of three frigates had got to sea! They feared the loss of the East India fleet—they feared a scouring of their coasts!—It was like a new gun powder plot—the whole island might be blown up!—To prevent it, they immediately despatched a parcel of *seventy fours* with a squadron of heavy frigates, to cruise for the terrible *"non descripts."*

The famous privateer Prince of Neufchatel, has been captured and sent into England.

Several vessels with prisoners, have sailed from and arrived at the ports of the United States within the week past. It appears that the British are almost universally shipped off by force.

* The court before which the celebrated major Andre was tried.

The British sloop of war, Loup Cervier (formerly the U. S. sloop of war *Wasp* that captured the *Frolic*) has arrived at Newport, with 300 prisoners from *Bermuda*. We greet the return of our countrymen. We have not heard that any of them attempted their escape to prevent their being sent *home!*—but

During the last week, a parcel of *British* sailors, trembling at the prospect of revisiting *beloved* England, and again serving their *gracious* king, contrived to make their escape from *Baltimore* jail—where it was necessary to *confine* them to afford a hope that their "owners might get them again." It is really our wish that the British would keep *all their people* to themselves to prevent even the semblance of a pretext for future outrages; but their seamen are much to be pitied; and, though we would not connive at their escape, we cannot feel sorry that they (as so many *men*) are relieved from slavery.

The British ship Mars has arrived at New York from Bermuda, with 400 prisoners being *all that remained there.*

Among those who have lately returned to their country, we notice with great pleasure the gallant crew late of the *President* frigate.

The famous privateer ship America has returned to Salem It is stated that she has *cleared for her owners* not less than 600,000 dollars since the war. On this *datum*, what is the damage she has done the enemy?

For her last cruise see prize list. She has not lost a single man by sickness or otherwise during her cruise of 134 days.

The privateer *Avon*, of 14 guns, has been captured by the British brig Barbadoes, of 17 guns, after a warm action of an hour and a half, the British brig Columbia being within three miles, in chase and coming up. The A. had one killed and 4 wounded: the B. 1 killed, 3 wounded—22 of the best men belonging to the former were absent at the time of the fight in a small sloop, for the purpose of cutting vessels out from St. Kitts. The sloop was captured by the B. the next day.

The United States brig Chippeway, lately launched at Warren, (R. I.) will mount 14 32lb. carronades, and two long 18s.

The Majestic, 54, Forth, 38, and Narcissus, 32 are stated to have left Bermuda in quest of the Constitution.

The London papers congratulate Mr. *Croker*, who has lately returned from Paris, that he made the whole passage from *Calais* to *Dover*, without seeing an American privateer!

Macdonough's signal. An officer who was in the battle on lake Champlain, informs us, that just as the American squadron was entering into action, the gallant commodore displayed this signal: "*Impress'd seamen call on every man to do his duty!*" which (as soon as communicated to the crews of the different vessels) excited in every bosom an enthusiastic ardor that *would not* be defeated. [*Col.*

Anecdote. [The following anecdote, (says the *Petersburg Republican*) was communicated to us by an acquaintance, who was informed of it by an American captain, who was a prisoner at the time in Plymouth.]

"The British ship Captain, formerly admiral Nelson's flag ship, having accidentally taken fire in the port of Plymouth, (Eng.) and her cable having been burnt, she was drifted towards the dock, where it was apprehended she would do great damage to the shipping, naval stores, &c. The ships of war, and among them three 74's, were ordered to fire into and sink her. After a constant fire of 15 minutes, without producing any effect, and the fire ship still drifting, a sailor belonging to one of the 74's, (and who had been captured in the Guerriere or Java) vehemently exclaimed, "by G—d, if the *Constitution* was here, she would sink her in ten minutes."

The Endymion frigate (says the *Essex Register*) with the President as *her* prize, having been partially repaired, the latter manned from and commanded by the first lieutenant of the Endymyon, sailed from Bermuda on the 8th of March for England, with the British flag flying over the American on board the President. The artifice will no doubt have its full effect in England, and "wise Johnny Bull" believing the Endymion to have done the business alone, will no doubt be as highly gratified at the sight, as he was at the famous representation of the capture of the Yankee frigates on the "*Sepentine River.*"

The President has been appraised at Bermuda, and three-fourths of the amount adjudged to the officers and ship's company of the Endymion and paid them. The shares in the several classes were 1st class, 642*l.* 8s. 9d.—2d class. 96*l.* 19s. 3d.—3d class, 57*l.* 14s. 5d.—4th class, 16*l.* 13s. 11d.—5th class, 11*l.* 2s. 7d.—6th class, 5*l.* 11s. 3d.—7th class, 3*l.* 14s. 2d.—8th class, 1*l.* 17s. 1d.

Bermuda, March 2. On Wednesday evening last, Mr. Randolph of the U. S. navy, late of the President frigate, in company with some other officers of the ship, attacked the editor of the Royal Gazette in a most violent and unprovoked manner, with a stick, while he was walking unarmed; the timely arrival of some British officers, prevented his proceeding to further acts of violence; a guard shortly after came up, when the offender had decamped; and the next morning, we understand, he was hoisted into a boat at the crane, from the market wharf, and absconded. An honorable way, truly, for an officer to quit a place, where he had been treated with civility and politeness.

From the New-York Commercial Advertizer.

New-York, April 3d, 1815.

Messrs. Lewis and Hall,—Having observed in your paper of Saturday last, an extract from the Bermuda Gazette, containing a false and scandalous account of an affair in which I had an agency, I send you for publication the subjoined statement, which I declare to be correct.

As soon as I read the scurrilous remarks in the Royal Gazette of the 15th ult. in relation to the capture of the late U. S. frigate President, I walked to King's Square, with a determination to chastise the editor. I soon fell in with him, and executed my purpose in the most ample and satisfactory manner.

There was no American officer in company, except midshipman Emmet. Mr. Ward, the editor, was attended by lieutenant Sammon, of the royal navy: but by neither of those officers was I interrupted or assisted in the operation.

Having previously obtained my passport, and being advised that the editor of the Royal Gazette was taking measures to employ the civil authority against me, I left the island the next day for the United States. I am gentlemen, &c. &c.

R. B. RANDOLPH,
Mid'n, late of the U. S. frigate President.

☞Every thing that relates to the reputation of our gallant seamen, justly affects all the United States, for it is dear to their countrymen. There is an evident disposition in the enemy to make the world believe that the *President* was captured by the *Endymion*, though that ship was "THROWN OUT OF COMBAT." Captain *Hope* is mean enough to encourage the idea,* though it was not until *three hours*

* In the address of the merchants of *St. George*, notifying him of their having voted a piece of plate

after his fight with the *President* that that vessel struck to the *Pomone*, the *Tenedos* being close aboard, *Decatur's* sword being delivered to captain Hayes, of the *Majestic*, razee—and at this time the *Endymion* was "like a log on the water," the President carrying "royal studding-sails" to make her escape from the *squadron:* and admiral *Hotham* also stated that she was captured by a "*detachment of his majesty's ships.*" The pitiful attempt to gain honor at the loss of honesty and in defiance of truth, cannot be too severely reprehended.

The *Hyder Ali* privateer has been captured in the Indian ocean by the Owen Glendower, which she was driven on board of by another frigate, after a chase of 80 hours. She made 9 prizes and had gathered up a very rich cargo from them. The Rambler, letter of marque from Boston, on her voyage to *Canton*, captured two ships—she divested on of them of her most valuable articles, and got the other safe into Mocoa.

Particulars of the shipwreck of the private armed schooner Surprize, of Baltimore.

NEW YORK, April 3.—At 10, A. M. got under way with a fair wind, bound to Baltimore, with the following officers, and passengers, viz. col. Brook of the army, lieutenants Skinner, Rousseau, Cannon, Bell and Lattimer; sailing-master Godfrey; acting surgeon Gordon; midshipmen Ray, Boarman, Stallings, Wolbert, Stewart, Mosher, Rutter and Sanderson; master's-mates King and Jackson; Marshall, gunner; Davis, boatswain; Wells, carpenter; Ackerman, sail-maker: and one hundred and thirty seamen.† At 11, P. M. the pilot left us outside Sandy Hook—we then squared away. At 4, P. M. the wind hauled to the S. E. braced up on the larboard tack, steering S. by W. ½ W. going at the rate of five knots. At 7, P. M. struck on the bar, about two or three miles distant from Manasquan beach. We immediately took in all sail, hoisted out the boats, and carried two anchors astern, and made every exertion to heave her off, but without effect. We then commenced lightening her, by throwing overboard the guns, shot, dry goods, ballast, &c. and starting the water.

At half past 11, all our attempts having proved ineffectual, it was judged necessary to cut away the masts. At half past 12, A. M. by her continued thumping she bilged forward and immediately filled. The vessel now lying on her beam ends, the wind increasing, and every prospect of saving her having vanished, it became necessary to make every exertion to save our lives by boats and rafts. The boats were immediately ordered along side. Colonel Brook, captain Barstow and lady, lieutenant Skinner, Rousseau, Cannon, Bell and Lattimer; midshipmen Boarman, Mosher and Sanderson, and about 20 seamen, with one female left the wreck. At half past 1, commenced burning blue lights and port fires as signals of distress, which were continued during the remainder of the night.

The day, which we most anxiously looked for, at length broke forth, when we found ourselves within three cables length of the shore, amidst the breakers. We hoisted our jack as a signal of distress, which was observed by a vessel to windward; she bore down within four miles of us, and then stood off. At 8, A. M. we discovered that the vessel was going to pieces. At 9, A. M. midshipman Ray, gunner Marshall and John Reed, boatswain's-mate, having caulked the only remaining boat with papers and pieces of blankets, left the wreck.

Having proceeded about ten yards she swamped; by holding on to the boat they fortunately were thrown upon the beach by the surf:—at half past 9, the wind hauled to the south and blew a heavy gale, making a tremendous sea to break over us every minute, at which time many were washed from the wreck and drowned. At half past 3, she went to pieces, leaving nothing but her deck and upper works, and these very much shattered—at 4, P. M. cut the cables, and she drove within 20 yards of the beach—at 6, P. M. got a line to the shore by bending it to a plank and throwing it overboard, by which means all the survivors escaped.

The subjoined is a list of those who were lost.—Mr. Ackerman, sail-maker; Mr. Cowan, 2d-mate; Mathew Fango, quarter-gunner; Thomas Boyton, do.; Peter Daniels, seaman; Isaac Jeffry, do.; John Jackson, do.; Solomon Jenkins, do.; John Johnson, do.; Simon Simmons, do.; William Chapman, do.; William Thompson, John Frazer, Henry Vanlamp and William Robbins—total 15.

From the Trenton True American—We have the pleasure to announce, that of all the persons left on the wreck of the Surprize but 20 or 30 were lost. These were swept overboard and drowned.

The remainder continued on the wreck until it went to pieces; when they floated on the deck part to within about four rods of the shore, and by the help of a rope, and the assisstance of the inhabitants, they all reached the shore in safety—among them the boatswain's wife.

They arrived in this place in waggons, on Saturday morning, and, after refreshing themselves, proceeded to Philadelphia, under charge of the sailing master, who was the last person who left the wreck. Dreadful as this catastrophe is, it is yet far from being as bad as was apprehended.

ANOTHER NAVAL VICTORY.

From the New-York Columbian of Monday last.

On Saturday evening arrived at Sandy Hook, the (late) British sloop of war Cyane, lieutenant Hoffman prizemaster, a prize to the U. S. frigate *Constitution*, captain Stewart. Yesterday she came up and anchored in the North river, saluting Castle Williams as she passed. The British sloop of war Levant was taken at the same time. The particulars are as follows:

The Cyane, captain Gordon, rated at 20, carrying 34 guns, (22 carronades of 32lbs. on her gun deck, 8 do. of 18 on her quarter deck, and 2 do. of 18, and 2 long nines on her forcastle) with 175 men. And the Levant, captain the honorable George Douglas, rated at 18, carrying 21 guns (18 carronades of 24lbs. 2 long nines, and a pivot carronade of 12 on her forecastle) with 150 men.

The vessels left Gibraltar the 17th of February, for Madeira and Newfoundland, and fell in with the Constitution off Madeira the 20th. Being some distance apart they stood towards each other and made for the Constitution. At about 8 o'clock in the evening they fell in with her, and the action commenced, one on her bow and the other on her quarter, by clear moon light. In fifty minutes the Cyane struck, much cut up, and acknowledging a loss of about 6 killed and 13 wounded, and the Levant endeavored to escape. The Constitution, after manning the prize, then pursued the Levant, and in half an hour came up with her and she surrendered: her loss being about the same as that of her consort. On board the Constitution were four killed and seven wounded. The loss of the British is known only by report, the regular books not being found on board the prizes.

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they say, speaking of the capture of the President—

"It has proved, too, what we never doubted, that an American frigate, of the largest class, is no match for a British ship like the Endymion."

†Crew of the U. S. sloop of war *Erie*, returning from lake Ontario.

The Constitution took her prizes into St. Yago, (one of the Cape de Verd Islands) where she landed her prisoners, and on the morning of the 8th of March, discovered three heavy British ships standin, upon which she made a signal to cut and stand out to sea, which was immediately executed, and the frigate with her two prizes made all sail and stood to sea, closely pursued by the British squadron. The Cyane altering her course, was not pursued. Lost sight of the Constitution and Levant in the afternoon of the 8th, the British squadron in chase—the Constitution and Levant about four miles to windward of the chase, and leaving the Levant and the British squadron very fast.

A little before sunset, and shortly after the Cyane lost sight of the Constitution, a heavy cannonade was heard in the direction of the hostile ships, from which circumstance some of the officers of the Cyane are fearful that the Levant was overtaken by the British squadron, and probably recaptured. Of the Constitution there was little apprehension, as she was in good trim, sails as well as ever, and was leaving her pursuers very fast and easily.

The vessels in chase of the Constitution were supposed to be the Madeira squadron, which consisted of the Leander, Cybele, and Tiger, though one of them appeared too small for either of them.

Sir James L. Yeo. The *Parthian* knight is going home. About 70 or 80 of the inhabitants of Kingston, addressed him as follows:

To sir James Lucas Yeo, knight, commodore and commander in chief of his majesty's ships and vessels on the lakes in Canada, &c. &c. &c.

We, the magistrates, minister, and principal inhabitants of the town of Kingston, understanding that you are on the eve of your departure to your native country, avail ourselves of the occasion, and address you, sir, with sentiments of respect and gratitude for the eminent services rendered by you to the province of Upper Canada, and at the same time, with emotions of regret, in the event of your absence from among us.

We, the inhabitants of this portion of the province, have more particularly, during the arduous contest that has now ceased, continued to be in the full possession of all the rights and enjoyments which as men and British subjects we hold dear. Our safety and the blessings connected with it, under Divine Providence, we ascribe in a great degree to your indefatigable zeal, consummate prudence, and incessant exertions, manifested in co-operating with his majesty's troops, directed by the wisdom and animated by the bravery of yourself and our gallant president.

We are conscious that your professional reputation and skill require not from us the language of adulation for the support of either, but only the candid assertions of truth. Your tried heroism and decision of character, had excited the notice, and commanded the applause of princes, and nations, and has secured to you a name that will be enrolled among the distinguished characters of your countrymen. It were unnecessary for you to visit the lakes of Canada, and to assume command in order to establish your fame.

In the midst of duties connected with your command, important to the best interests of this country, and requiring from you unremitted and continued application, it has not been without feelings of the keenest regret, that we have witnessed you suffering under an ill state of health, and possessing a constitution impaired in the service of your king.

We cannot pass over the opportunity, which the present occasion affords us, of remarking the good order and regularity which has invariably existed among the *crews* of the squadron, under your command. The effects are conspicuous in the internal economy and admirable system of discipline which you had established, notwithstanding the novel and peculiar nature of the service.

Permit us, sir, in taking farewell, most cordially to wish you a prosperous and speedy voyage; and in the bosom of your relatives, and in the circle of your friends, we hope and fervently pray, that your health may be completely re established: and when your services may again be needed by your country, that every enterprise of your's may be crowned with success, and your life long preserved.

Kingston, 14th March, 1814.

To the magistrates, minister and principal inhabitants of the town of Kingston, Upper Canada.

Gentlemen—In the address, which this day, you have done me the honor of presenting, you are pleased to express the favorable opinion you entertain of my conduct, since the period when I assumed the command of his majesty's naval forces on the lakes in Canada.

It must at all times be grateful to the feelings of an officer resigning the command of a station, and leaving a colony, to receive from the principal and most respectable inhabitants, such a strong public testimony of their respect, consideration and esteem for his character, as is contained in the address now before me.

I assure you gentlemen, I am truly sensible of your kindness, and good wishes; and sincerely trust and hope, you and your families may long live in the enjoyment of peace and prosperity.

JAMES LUCAS YEO.

Kingston, 14th March, 1815.

☞ Sir James, with several other British officers, have arrived at New York, from whence they will depart for England.

Copy of a letter from Com. Campbell to the Secretary of the Navy, dated

Savannah, 29th March, 1815.

SIR—My respects to you of the 18th inst. made you acquainted with my having despatched a gun-vessel to Cumberland, for the purpose of recovering from admiral Cockburn the barge and dismantled gun-vessel taken at St. Mary's. I have now the honor to enclose the report of sailing master John Hulburd, whom I sent on this duty—which goes to prove a most flagrant violation of national rights, and an outrage committed on the flag of the United States.

I have the honor to be, with great respect, sir, your obedient servant,

HUGH G. CAMPBELL.

The hon. B. W. Crowninshield.

U. S. gun-vessel, N. 16, Cumberland Sound, March 18, 1815.

SIR—Proceeding with the despatch which you did me the honor to entrust to my care, I sailed from Tybee bar, at 1 P. M. on the 16th inst. wind N. E. steering south, at half past 3 descried a sail in the S. E. quarter, which we soon found to be a ship standing N. N. W. about 40 minutes after she fired a gun and hoisted her colors, the shot passing over our fore gaff; our colors were hoisted, continued our course for a few minutes, then hauled up S. E. the wind having blown off the land all the preceding day, it was very smoky near the horizon. Several Russian and Swedish vessels having passed from Amelia for Savannah, she was taken for one of that description, until keeping away S. W. it was discovered that some of her gun deck ports were open. We then luffed E. S. E. when another gun was fired; the shot passed abaft the main rigging over the lee quarter. Heaving his vessel too on the starboard tack, hailed me by saying, "you damned rascal, if

you don't lower your boat down and come on board immediately, I'll fire into you; I'll sink you, God damn you." Seeing me in the act of taking in the square sail, "why don't you heave to, God damn you, I'll sink you; I'll fire a broadside into you." As soon as I could be heard, I said, this is a United States' vessel, from Savannah, with despatches for Admiral Cockburn. In the act of pronouncing the last words, a musket was fired at me, the ball passed near my shoulders, over the hand of the man at the helm, striking the water from twenty to thirty feet from the vessel. Putting the helm down, I again informed him of the character of the vessel, saying, if you wish for further satisfaction, you are at liberty to send your boat on board; he said, "I don't care a d—n for the despatches nor Admiral Cockburn either; God d—n them and the United States too; I'll fire a broadside into you and sink you, if you don't lower your boat down and come on board, you rascal." Put about and run close under the ship's lee, saying, "this is the United States gun vessel No. 168, with despatches for the admiral off St. Mary's; if you doubt her being what she appears to be, you can send your boat on board; I shall heave too, as soon as I clear sufficient to lie too; which was done on the starboard tack. He then hailed, saying, "if you heave too on the starboard tack I will send my boat on board of you;" at that moment discovered both his hands up, crying no, no, no, no; as if to prevent the firing of the quarter deck guns and musketry—most of the men were in readiness to fire. Turning to me, says, "God d—n you, come on board or I'll sink you—I'll fire thunder into you." I replied, "if you do, I shall return your compliments with lightning." At this time I received, if possible, a greater flood of vulgar abuse than before. I hove about, stood to windward of him, heaving too on his starboard quarter, with the larboard tacks on board; when a lieutenant came alongside, ordered me into the boat, saying, "if you do not go on board, every one of you will be taken out and carried to Charleston." Go on board and tell your commander that I shall not lower my boat, nor shall an officer or man leave the vessel, but by force, showing him the paper for Admiral Cockburn. If you don't go on board, you'll be sunk as soon as I go on board; I advise you to go —"I want no advice," said I, "I have the orders of my government, by which I am governed; tell your commander that such trifling shall not pass with impunity." On the boat leaving us the captain of the ship said, won't the d—d rascal come? then come along side and let me sink him; I'll fire a broadside into him. On the boat's reaching the ship's side a gun was fired; the shot passing to leeward, through the main sail, near the mast, cutting away one of the stays, going between the foremast and rigging; while he gave a full vent to his vulgar abuse, throwing down his speaking trumpet. Hitherto every order of mine had been obeyed with alacrity. I now saw every one of our little crew anxiously waiting the order to fire into the apparent enemy; but I considered that several valuable lives would in all probability be lost, and the flag struck at last. With my reduced crew it was hardly possible to escape from a vessel sailing nearly or quite as well as mine. Under these considerations, I fired a gun across his bows, as the vessels were lying, sunk the signals, and hauled the colors down. A lieutenant came on board, to whom I made a formal surrender of the vessel; he observed, that he was only a lieutenant. "Send an officer on board," I replied, "the officers and men are your prisoners." He ordered me on board the ship. On my arrival on board the ship, I was met by the captain near the main mast, saying, this is his majesty's ship Erebus, Bartholomew, commander. "This is my sword," I replied, "that is the United States gun vessel No. 168, which I surrender as your prize, myself, officers and crew as your prisoners." He said again, "how dare you refuse to come on board his majesty's ship when ordered?" "I know not nor do I acknowledge any right you have to order me on board, or to interrupt me sailing along the American coast. I shall, however, make a fair representation of this most flagrant abuse of power on your part to my government. Had I the crew that were attached to my vessel but a few days since, you should not have brought me on board, without first marking your vessel with a few thirty-two pound shot, and I very much regret that I have not the command of a vessel of 20 guns, which would save the trouble of demanding satisfaction at a future day, by taking it on the spot." He said, "I only wish to warn you off the coast; will you see my orders from the Admiral to warn all vessels from the coast?" "As I am governed by the orders of my own government, I can have nothing to do with those of admiral Cockburn." He said, I thought you might be from the Cape of Good Hope. "You could not believe any such thing, when you see she has no quarter, has not the appearance of having been at sea any length of time; her boats not stowed as if to remain long at sea; nor could you suppose that were I from a long cruize I should run past the port of Savannah, thereby exposing my vessel to any British cruiser that might happen to be on the coast. He then said, upon my honor, I believe it was an accident, but I am sure the last shot would not have been fired if you had not been trying to run away from me. "You could believe no such thing; you saw both jibbs to windward, and the helm a-lee." He said, upon my honor, I don't know whether it went off by accident or was fired, no orders were given to fire. After walking the quarter deck for a few minutes, returning, he said, will you see my orders to warn all vessels off the coast. "As I have nothing to do with them I can have no wish to see them." If you think this will cause any dispute between the two governments, said he, I will return with you to the admiral and have it settled. I replied, "I do not feel myself authorised in my present situation to receive any satisfaction you may have in your power to offer for such a wilful insult offered to the United States. I was then ordered on board, and to proceed with the despatches. When on board of the Erebus I saw about twenty negroes, and on the gun deck, looking up the hatch, thirteen black women, several of whom I had previously seen in the neighborhood of St. Mary's. The ship mounted 20 thirty-two pound carronades, and 2 long eighteens on her spar deck; had twenty ports independent of her bridle ports on the gun deck. As her ports were shut, I could not ascertain what guns she had. I am since informed that she is a rocket ship; she had all hands at quarters, nor were they piped down until I left her. I was detained about an hour and a quarter. My sails being torn or cut, came into port, it blowing fresh, and the admiral under way, delivered the despatch to captain Hamilton of the Ceylon. The admiral ordered it sent out as per signal. I have the honor

to remain, sir, yours,
very respectfully,
JOHN HULBURD.

Commodore Hugh G. Campbell.

CHRONICLE.

WESTERN COMMERCE.—On Monday morning passed the falls the beautiful barge Missouri, burden

about 170 tons, bound for New-Orleans, built and owned by captain Henry Beckle, of Cincinnati, from which place to the falls she came in twenty-two hours and twenty-four minutes. She has on board 1600 barrels of flour, weighing 342,400 pounds, besides sundry other articles, and rows forty-four oars. She is certainly the finest barge that ever floated on the western waters. [*Western Courier.*

FOREIGN.—We have a prospect of immediately receiving an immense stock of foreign goods. Many rich vessels have already arrived—no less than 3 from *Canton* with teas, silks, &c. within the last week, and many with dry goods from Amelia, Halifax and the West-Indies.

Accounts from Rome say that the pope has arrested the consul-general of king Joachim (Murat) as a spy

A change in the British ministry is spoken of.

The Algerines are capturing Dutch vessels. The squadron of frigates that lately sailed from Holland to chastise them, was dispersed by a storm in the Bay of Biscay.

BUFFALO, March 7.—*Death of Farmer's Brother, principal chief and warrior of the Six Nations of Indians.*—This patriotic and highly distinguished chief and warrior of the Six Nations of Indians, died at the Seneca village, near Buffalo, on Thursday, at the advanced age (as is stated) of 96 years. He retained his mental and corporal faculties till within a few days of his death. In a future paper we intend to give the public a biographical sketch of his character. He was interred at Buffalo with the honors of war.

The London papers express great apprehensions that the forces about to be sent from Spain to reduce the whigs of South America to *loyalty* and the *inquisition*, will be inadequate to the object—and we hope it will prove so. They say—"It is supposed that the expedition is directed against Buenos Ayres. The force of Monte Video is well known to us by experience, since our ineffectual attack made in the river La Plata. Buenos Ayres has since gained, by the fall of Monte Video, 5,700 prisoners, which formed the garrison of that place, and who have joined themselves to the cause of the insurgents; 390 pieces of artillery, 12,000 muskets, 99 vessels of war and merchantmen. Dissensions have ceased among them. Artigas has joined his comrades, and confidence is re-established."

Paris, January 10.—A melancholy accident has lately taken place. The princess of Leon, being dressed and awaiting her carriage to go and dine with the duke of Orleans, standing too near the fire, her clothes caught, and in a moment the blaze was three feet above her head. Her cries attracted her family, but when her husband arrived she was nearly exhausted, and her clothes in ashes. She died the next morning. Her merit and talents are highly spoken of, and she was only twenty-four years of age.

Leghorn, December 10.—It is said that at one of the conferences at Vienna, prince Talleyrand asserted that it would be correct to maintain the independence of Saxony. One of the sovereigns appeared to insist on the contrary principle. "If that is so," observed Talleyrand, "your majesty will lose!" "Lose, said the monarch," interrupting him; "what will I lose?"—"You will lose, sire, your title of the *Pacificator* of Europe."

A Greek, living at Mitylene, having refused to pay the tribute, which the Turkish captain Hamed levied in the islands of the Archipelago, was carried on board the frigate *the Camel* and after having received the bastinado, upon a new refusal which he had made the next day, declaring he had no means to pay, the Turkish captain put the wife and daughter of the unfortunate man to death, before his eyes. He seized an opportunity when the crew were asleep and setting fire to the magazine, blew up the vessel. One hundred and sixty men were victims of the barbarity of the Turk.

LONDON, November 10.—It is stated in the military circles, and more particularly with those connected with India, that the object of these reinforcements of troops required by the earl Moira, and of the efforts now made to despatch all that we can spare for that destination, is to overcome any opposition that might be apprehended from the troops in the company's service, to the execution of an intended plan for transferring them to the king's service, which is, we are told, to be carried into effect with all convenient speed.

The tradesmen's bills of the regal household are expected to be unsually heavy for the last half year, ending the 10th October, in consequence of a late visit. The extraordinary expences, in only one department, amount to 39,000 pounds! In a bill of the coachmaker's, for 10,000 pounds, is an item for new harness 3,500 pounds.

DECEMBER 27.—*State of Paris—reported altercation of the duke of Wellington with marshal Macdonald—mention of lady Roseberry.*—A gentleman arrived in town yesterday from Paris, which city he left on Friday last. To a friend of ours, who has seen him, he gave the following information, which we submit to our readers just as we received it, viz.

The public mind is kept in a state of perpetual alarm, in consequence of midnight assassinations. No sooner does the day dawn than dead bodies are found in the street; these attrocities are nightly committed. But what occupies more attention than any late occurrence is an affair in which our ambassador was concerned; the circumstances are as follow: Marshal Macdonald lately gave a grand entertainment at his hotel, for the express purpose of having the honor of the duke of Wellington's company. Our ambassador accepted the invitation; but, from the multiplicity of business that day on his hands, he forgot his engagement until five o'clock (the dinner); he was then returning from his morning's ride, and, in his way home, he called at the marshal's house to leave an apology on account of his dishabille. Macdonald would admit of no excuse, and added that his dress was not of the smallest consequence. The party consisted principally of military men, and unfortunately the conversation turned upon the political state of Europe; when, from some observations made upon the subject of our imposing attitude in the Netherlands, high words arose and the party broke up abruptly. It was reported that Macdonald sent a challenge the next day to lord Wellington. Be this as it may, no meeting had taken place up to so late as Friday last. A panic had seized our countrymen from the frequency of the scenes above detailed; they had almost deserted Paris during the last ten days. Just at the period of the departure of this gentleman, an English woman of condition was brought into his hotel (the hotel d'Artois) in a drowning state. Enquiring of an Englishman, he was told it was the countess of Roseberry. Sir H. Mildmay and that lady had been publicly seen in Paris for some time past.

Auburn, N. Y. March 8. *The tide of emigration* sets strongly to the west; during the past winter our roads have been thronged with families moving westerly. It has been remarked by our oldest settlers, that they never before witnessed so great a number of teams passing, laden with women, children, furniture, &c. to people the fertile forests of New-York, Pennsylvania, and Ohio: they are mostly from the eastern states.